(d) There is no proposal at present to introduce more trains during peak hours. However, it is proposed to augment the load of EMU trains running on Ghaziabad-Delhi section during 1995-96

Conversion of meter gauge rail lines and construction of new broad gauge rail lines

552. SHRI DIPANKAR MUKHERJEE:

SHRI NILOTPAL BASU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Committee on Expansion of Railway Network (CERN) had recommended in 1987 the construction of 2,902 kilometres of new broad-gauge lines and conversion of 2,306 k.m. meter gauge, to generate additional capacity to match the demand for transportation of 600 million tonnes freight by 2000 A.D.;

(b) if so, how much conversion of meter-gauge to broad-gauge and construction of new broad-gauge lines has been carried out so far by Government;

(c) how much additional revenue earning freight traffic has been generated so far with the above conversion and construction; and

(d) whether the target of 600 million tonnes of freight by 2000 A.D. will be achieved; if not, what would be the anticipated shortfall, even if the targetted gauge conversion is carried out by the railways?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Since 1988, till date, 4331 kms MG|NG lines were converted into broad gauge and 1296 kms of new lines are targetted to be completed during 1994-95.

(c) It is not possible to apportion the additional revenue earning freight traffic to the various projects such as gauge conversion and construction of new lines. However, figures of revenue earning freight traffic and total originating freight traffic from 1988-89 onward are as given below:—

Year	Revenue earning Freight Traffic	Total Originating Freight Traffic
1988-89	302.05	229.5
1989-90	310.0	334.3
1990-91	318.4	341.4
1991-92	338.0	361.0
1992-93	350.05	376.0
1993-94	358.72	377.47
1994-95 (Target)	330.0	401.0
1995-96 (Proposed)	398.0	414.0

(d) The targets for the revenue earning traffic and originating freight traffic for the terminal year of the 8th Plan (1996-97) are 418.4 million tonnes and 443.4 million tonnes, res-Epectively. The target for 2000 AD has not been fixed. However, achieving the target of 600 million tonnes of freight by 2000 AD seems to be a difficult task.

Materialisations of traffic offerings

553. SHRI DIPANKAR MUKHERJEE:

SHRI NILOTPAL BASU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the traffic offerings to the Railways have not materialized as per projections, in the first three years of the Eighth Five Year Plan;

(b) if so, what are the reasons therefor; and

(c) what have been the revenue earnings on freight traffic during the last three years, what is the targetted freight traffic for 1994-95 and how much has been achieved so far?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Less offer of traffic from some crore sectors of the economy.

(c) The revenue earnings of freight traffic during the last three years are as under:—

(Rs. in Crores)

Year	Earnings
1991-92	9,462.13
1992-93	10,903.04
1993-94	12,557.36

The target of revenue earning freight traffic or 1994-95 is 380 million tonnes and provisional figures for actual traffic loaded during April to January, 1995 is 297.17 million tonne.

Modernisation of wheel and Axles Plant of Durgapur Steel Plant

554. SHRI JISON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the "Wheel and Axles" plant of Durgapur Steel Plant was modernised in October, 1993 is consultation with the Railways with an investment of Rs. 150 crore;

(b) whether the said "Wheel and Axles" plant would be able to meet the supply of 5,000 wheels in a month; and

(c) if the reply to parts (a) and (b) above be in the affirmative, what are the reasons to slap a huge amount of loss by cut down in the "Wheel and Axles" plant's orders?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir, however, the modernisation was at a cost of Rs. 141 crores.

(b) Yes Sir.

(c) Procurement is need based.

World Bank advice to Railways to corporatise its administrations

555. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the World Bank had advised the Ministry Railways to corporatise its administration, privatise its various offline activties as also its captive production units and slash its work force of 1.7 million by one million;

(b) if so, what is Government's reaction thereto; and